

SHAMROCK FOUND WINDS SHE LIKES

Is a Witch With Breeze Abaft the Beam, but Cannot Point

CAPTAIN BURTON RETAINED

By LAWRENCE PERRY

Randy Hook, July 20.—Shamrock IV today took full advantage of the fact that three less of the thirty-mile race...

Approaching the second turning mark, Shamrock was fully three-quarters of a mile ahead of the American defender...

On the second leg she picked up at least two minutes more and had it until about 3:50, when the Resolute began to pick up a little wind.

Burton Is Retained Standing atop William P. Burton as skipper of Shamrock IV, the challenger...

So far as the Resolute crew was concerned, they too, were pulling for winds of some velocity, but the direct effect of the breeze was a rival in winds that are too light to enable the leading sloop to finish the race within the six hours' time limit.

Start Was Not Exciting With sheets started and large reaching jibs, the sloops were sent over the line at 12:15 this afternoon...

In the haze Resolute appeared to have taken honors, but on this point of sailing there was no particular advantage shown by either.

The yachts crossed with booms to port, taking the wind over their starboard quarters. This they hoped to do in the event of a change in the breeze.

Clouds Promised Wind The western skies, which all morning had been a flat blue, were beginning to boil up banks of the advent of wind...

The visibility was low because of the sea haze, but the racing yachts and the attending fleet filled out a midsummer marine impression that would have delighted a painter or composer of impressions of tenders.

When the yachts arrived at the line the wind was holding north-northwest, at about six miles an hour. This would have been enough to induce the regatta committee to send the yachts away on a chance that the breeze would increase as time wore on.

But the trouble was that with wind holding from the north-northwest, there was a likelihood that it would shift southerly. In this event a course laid out upon the basis of north-northwest would be knocked back by a southerly wind drift and might have the effect of spoiling any vestige of a windward leg.

Eventually the regatta committee, holding headquarters aboard the tug Barryton, which lay off the Ambrose channel lightship, decided that it would not be unwise to take a chance in the winds holding as they were throughout the afternoon.

Winds Prove Worth "Let us have a breeze," quoth Sir Thomas this morning, "a breeze that will knock the yacht Victoria to sea."

21 Per Cent Pay Rise for Rail Men

Continued from Page One

The new unions will submit the board's decision to a referendum vote of their membership, John Grunau, president of the Chicago Yardmen's Association, announced today.

When the attention of Judge Barton was called to this matter he pointed out that the decision specifically named eighteen unions and some 400 roads...

At 12:50 Resolute was sailing along easily, with her ballroom racing splendidly, but Shamrock was flapping the wind out of her tall-reaching topsail and a little forestay sail that looked like a fisherman's staysail...

At 12:55 the breeze began hauling to the south, Resolute took on her jib and prepared to beat to the first mark. Shamrock was half a mile astern, but somewhat to weather.

At 1:25, with her little fisherman's staysail set, Resolute sailed up and down the course, coming close to the cup craft than usual, overhead being a naval dirigible.

The wind breezed up to lead the northwest as the yachts made the first turn. Resolute sailed up and down the course, coming close to the cup craft than usual, overhead being a naval dirigible.

At 3:15, with half of the time limit expired, the yacht leading the race was Shamrock and Shamrock was leading by a full mile, the reverse of conditions last Saturday. Shamrock was now leading, picking up the breeze at the end of the race.

At 3:30, with the time limit nearly expired, the yacht leading the race was Shamrock and Shamrock was leading by a full mile, the reverse of conditions last Saturday.

At 4:05 the wind shifted to southward. This put Shamrock well to weather and in a fine place to make the mark, while Resolute was to leeward and only able to reach it hard on the port tack.

At 11:25 a. m. both yachts arrived at the lightship and cast off their tows. At 11:30 the regatta committee hoisted the "C" signal flag, postponing the start of the race.

The committee then set signals for today's triangular course: First, a reach to the south, a beam reach to the north, and third, a reach to the finish northeast by north.

It was officially announced aboard the Victoria, Sir Thomas Lipton, chairman of the regatta, that William P. Burton, criticized for his handling of Shamrock IV in previous international cup races, would nevertheless be at the helm of the challenger.

Interest in today's race hung not only to whether Resolute or Shamrock IV won, but to whether Captain Burton would keep the Lipton craft would make a head start in the hands of Sir Thomas, keeping him in command of the challenger.

Disappointment was reported to have been expressed by the forces after Saturday's contest, which was called off when Resolute, although showing her heels to the British sloop, had been unable to cross the finish line within the six-hour time limit.

Stocks Little Affected by R. R. Wage Award

The Railway Labor Board's award of \$600,000,000 to the railroad workers had little effect on the stock market today.

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Shift in Wind Puts Shamrock in Lead

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With the score 1 to 0 in favor of Shamrock, because of withdrawal of the American sloop in the first race after her mainmast had fallen almost to the deck, the crew of Resolute were confident that they would be able to win three out of five races and keep the trophy.

Men Would Be Satisfied With the Award

At the office of U. E. Musser, chairman of the Brotherhood of Trainmen, Pennsylvania Lines East, and of H. E. Carr, chairman of the Brotherhood of Locomotive Firemen and Engineers, no official word had been received from Chicago.

The officials reiterated their denial that there was any connection between the award made at Chicago and the order issued by the Pennsylvania Railroad to drop 12,000 men.

The officials said that many of the men discharged were not doing their work, and took the attitude that they held a government job and could not be removed from it.

No word had been received at the office of the Brotherhood in this city from their leaders in Chicago by mid-afternoon.

Harry S. Jeffery, chairman of the Philadelphia-Camden shipmen's committee, telegraphed from Chicago to his office in this city of an increase of fifty cents an hour for each class of signal employees.

Brotherhood of Railroad Signalmen of America: An increase of approximately ten cents an hour for each class of signal employees.

Brotherhood of Railway Clerks: An increase of at least two cents an hour retroactive to January 1, 1920, and in addition the re-establishment of differentials between certain classes of employees.

Order of Railroad Telegraphers: That rates received by telegraphers on the Southern Pacific system, which were said to be virtually the highest in the country on an important railroad, shall be taken as a basis, the rates of all other telegraphers put on the same basis and then an increase of seven cents an hour added to rates so established.

Wage Rise to Be Considered It is believed by the officials that the commission will take into consideration the order for \$600,000,000 additional wages in finally passing on the request for higher freight rates.

By virtue of its total number of employees, track mileage and extent of equipment, the Pennsylvania Railroad will pay out 10 to 12 per cent of the \$600,000,000 of \$60,000,000 less. The order will affect at least 90 per cent

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Winds Prove Worth "Let us have a breeze," quoth Sir Thomas this morning, "a breeze that will knock the yacht Victoria to sea."

FOR THIRST AND HEALTH There's health in Purock—there's satisfaction in its purity.

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